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SAVOYED C. HEDDLE
MAY 1941

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Hongkong, 30th May, 1916.

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(578-2)

VOICES OF REASON IN GERMANY.

We take the following from the New York Nation:

Reports from Berlin of newspaper comments, and of individual expressions, on the controversy with the United States are of all shades of opinion. We must wait a few days to see which of them will be represented in the reply of the German Government, but we need not wait at all to point out the significance of the position taken by Maximilian Harden, as given in dispatches on Monday. Under the guise of an imaginary message to the German people by the President of the United States—beneath the caption, "If I Were Wilson"—(extracts from which were given in the Daily Press recently), he reads a sharp lesson to his countrymen.

New, Harden is much more than the irrepressible blunderer of disagreeable truths. His place in the German Press is due to something other than his terrible frankness, his biting criticism, his occasional appearance of a sensationalist and notoriety-seeker. Above all, this steady and unflinching knock of hitting off the thoughts and feelings of a great many Germans. They may resent what they think his impudence, but they respond to the ardour and the force of his attacks upon public evils. They did so in the case of his writing, years ago, against the military clique—some of them materialist and decadent—which had the ear of the Kaiser. They felt that he was getting on the raw when he exposed long before the war, the ineptness of German diplomacy, and pointed out how the policy of the Government was leading straight to a war on disadvantageous terms for Germany. So that when, to-day, Maximilian Harden devotes an entire issue of his *Zukunft* to some very plain speaking about the differences which have arisen between the German Government and the United States, we may be certain that his words will have a wide echo in Germany.

What Harden sets out to do is, in the first place, to show the utter hollowness of many of the complaints which Germans have made of the conduct of the United States during the war. Upon all the whining about our sale of munitions to the Allies he sets a heel of contempt. The thing was perfectly lawful; Germany had often done it, and would do it again; and it was not the fault of the United States that the Germans could not buy war supplies in this country as freely as their enemies. Harden, moreover, has some very telling things to say about the foolish and even criminal activities of German agents in the United States, seeking to interfere with the manufacture and delivery of ammunition to the German cause. This has been, and makes the apt comparison: "I only ask would Germany have allowed, during the Manchurian War, Japanese agents to work in Prussian Poland, and by agitators and endangers ruinous factories frighten Germany into enmity against Russia?" A more severe rebuke to the attitude and activities of German agents in this country with their plots and conspiracies in open violation of our laws could not well be written.

We have as yet only fragments of Harden's long appeal to the good sense of German people, and do not know if he had anything to say about what other German editors are continually making the burden of their complaints—namely, that England is adopting a policy of "starvation" against Germany, yet that the United States has made no protest against it. What Harden could do with this absurdity if he let himself go against it, can easily be imagined. He could show that when the German whippersnays say starvation they really mean a blockade; that the latter is a recognized and lawful means of war; and that the United States, having enforced the greatest and longest blockade known to history, and thereby starved into submission the South which, by the way, never squealed over it in the German fashion—could not without stultifying itself object to Great Britain's using the same method of warfare. In so far as our Government believed the British blockade to be irregular, and to infringe upon the rights of neutral commerce, it has protested, and is still awaiting the answer to its protests. But it could do nothing so fantastic as to cry out against the practice of cutting off Germany's supplies.

(Continued on next column.)

"MOST HATED IRISH LANDLORD."

DEATH OF MARQUIS OF CLANRICARDE

The death at the age of eighty-three of the Marquis of Clanricarde—or Clanrickarde, as he preferred it to be spelt—recalls a period of strife which now seems very remote.

Lord Clanricarde succeeded to the title as far back as 1874, and it was then that he paid his last visit to his Irish estates. Portanna Castle near Loughrea, one of the finest houses in Ireland, was finally so neglected that it was alleged the rain penetrated into the family vault. His Irish estates reached from Athenry to Woodford and were about 60,000 acres. Everywhere on the estate it was possible to obtain a story of a tragedy in the Land War. Successive Governments dealt with land purchase, but Lord Clanricarde was adamant, and it was only within the past two years that he was beaten in the final court of appeal and his estates bought for £228,210.

His arbitrary rule was a thorn in the flesh to the Conservative Government. Thirty years ago, and Sir Michael Hicks Beach, the Chief Secretary, refused the forces of the Crown to aid Lord Clanricarde in evicting tenants, reminding him that property had its duties as well as its rights. During this time Lord Clanricarde was a recluse.

After Mr. Wyndham's land scheme was taking effect in Ireland, a Bill was introduced into the Commons to expropriate the Clanricarde estates. This was in 1907, when Mr. Birrell said: "I would take from him the management of the estates, which, in my opinion, he is wholly incompetent to hold." Lord Clanricarde replied on one of his rare appearances in the House of Lords. "The blue patch in the dirty sky," he said, "is that the Bill will at last deck the brow of Mr. Birrell with legislative laurels, but even such blessings may be thought too dear at the price of a Bill so tainted with inept, callous levity." He had an icy reception and went back to his art collection.

Born in 1832, he was with Labouchere at the Embassy of Paris for a time, but retired in 1883. One of his last public appearances was at a Red Cross Sale at Christie's. He was a descendant of the great Canning, and never married. It was difficult to realize of late years that the quaint, almost miserly, dressed figure frequenting art sales-rooms could have been one of the best-dressed men about town in the mid-Victorian era. If his treatment of the Irish tenantry enjoined on them a most drastic diet, Lord Clanricarde, despite his £200,000 a year, certainly set them an example. He transported his Victorian style to his own life. He was a very tall, thin, without frills and with the smallest, straightest brim. His cloak could not resist the ravages of time, yet darning cotton was requisitioned to heal a breach in the shoulder. Art collectors would wait at his rooms with choice bric-a-brac and would shiver with cold because his lordship would not spend a few shillings in coal.

Lord Clanricarde was never seen in a vehicle. His walks took him daily to Regent's Park. There on a public seat, not one of the chairs for which it was charged—would sit the owner of some 60,000 acres and an ever-growing and hoarded fortune watching the squirrels.

He carried himself into a cold and frigid loneliness. His sole companions were his china and pictures, in the collection of which he showed a wonderful business acumen. He was a law to himself, with ways and ideas singularly his own. His manner was cold and his tongue could be very biting. Living in rooms in the Albany Chambers, Piccadilly, he spent no more than a pound or two a week, save when he went to the saleroom and bought a picture or a bit of pottery. Art was the only thing he ever spent money on, and this he would sell again if good opportunity offered. Valuable old pictures were stored in these rooms, often without frames. It is said that one old master was fastened on a door with nails.

The last time I saw him," says one who knew him, "he had on his old silk hat and carried a bulky and bulging umbrella, which he turned over his head and was down to the wood. He had on an old blue coat, wide in the tails and trousers very baggy and shabby. He always walked with his head well forward, giving him a round-shouldered look."

"His hair, thin but long and greivish, stuck out at the back from under his hat. He had very hard, grey-blue eyes set deep under heavy grey eyebrows. He was a striking man to look at, and his gaze was chilling. They say that he never gave away a £5 note and that if he left money he expected a good return. For some reason, he generally carried round his neck a precious stone fastened on a piece of tape. He was fond of skating and often visited St. James's Palace."

With the death of Lord Clanricarde the title of marquis becomes extinct, but that of Earl of Clanricarde goes under a special remainder to his cousin, the Marquis of Sligo. The latter's grandmother was a sister of the thirteenth Earl of Clanricarde, created a marquis in 1825.

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Harden is perhaps at his boldest when he declares that for Germany now to give way to the United States would not be a proof of weakness. It would be rather a sign of weakness looking before and after considering what would be the effect of making all the Americans enemies of Germany, and not only for the present. Harden's whole salwar plea for an amicable adjustment of the quarrel, difficulty shows that all the voices of reason are not silent in Germany. That they will prevail in the end we can at least hope.

A RUSSIAN HERO.

SAVING A GERMAN RED CROSS NURSE.

An extraordinarily vivid and dramatic battle picture is drawn in the *Russkoye Slovo* by M. Gregory Petroff, the incident which forms the basis of the story being a desperate struggle for a village finally seized by the Russians, during which the Germans bombarded a hospital in which their own wounded were lying. A fierce battle, he writes, was being waged around the mansion of a country gentleman whose estate lay in the zone of fire. The mansion was being used temporarily as a Red Cross hospital. The wooden outbuildings were on fire and the flames reached the verandah where some German wounded were lying. The German wounded crawled from the burning mansion, uncertain where to go and those who were unable to rise from their beds were shrieking because the fire had reached the interior of the building. A Russian soldier cried, "Comrades, there is a Red Cross flag on that house. There are wounded Germans. Another shouted, 'They are Germans,' but the first answered, 'What if it is; if they are Germans they are wounded and are in danger of burning.' 'But what can we do?' said another. 'The Germans are firing on the house.' The upshot was that the Russian soldiers decided to go to the rescue of the wounded Germans, despite the danger from German bullets and shells, and a few moments later our men were seen dragging out the beds on which lay the wounded.

GERMAN OFFICER'S AGONY.

One of our men, who had had two fingers of his left hand shot away, brought a German officer to the hospital. The officer walked with difficulty, his leg had been pierced with a bayonet, his shoulder shot through, and his hand crushed. The wounded man was bandaged, but fainted during the process. As soon as he recovered he saw the flames bursting from the burning mansion, and made a desperate effort to rise.

The doctor urged him to be calm and held him down. "But my wife," cried the officer. "She is in the house among the flames." The doctor tried to reassure him, but the officer continued to assert that his wife, who was acting as a Sister of Mercy, was in the blazing building. The doctor inquired whether anyone had seen anything of the lady, and was informed that the mansion was believed to be empty. Then a German shell flew over the heads of the group.

The wounded German officer was still gazing at the burning mansion. Suddenly he cried, "Look! my wife is at the window of the garret. She is trying to break the window-glass and the room is full of smoke." Looking up, the doctor saw a white figure wearing a red cross. A reservist, of about forty years of age, took off his overcoat. "She is in great danger," he said. "I will hold my coat and will get into the house and throw her down. You must catch her in the coat." The brave fellow rushed into the burning house, while his companions stood as though petrified. Several minutes passed, then the reservist appeared at the garret window, and there was a noise of breaking glass. Two shells screamed overhead, but no one paid any heed to them. "Everyone was eagerly watching the attempt to rescue the Red Cross nurse. The reservist managed to drag her to the window, she was unconscious. Several men held the outstretched overcoat beneath the window, and the white figure fell into it. Everyone was now concerned for the safety of the gallant reservist, but one of his comrades said, 'He will get back all right; he knows the way. Even if he should sink his head a little no great mischief will be done for it is a long one.'

LIFE FOR A FUR.

Carry the lady to her husband," ordered the doctor, "and do it quickly, for the Germans have got the range. A small wait for our hero—perhaps he is injured. The soldiers took up the nurse, who was still unconscious, and hurried from the courtyard. A moment later a German shell struck the burning building, a deafening explosion was heard, and the walls of the house tumbled. The reservist had no time for escape and was buried in the ruins. A few minutes later the Sister of Mercy recovered her senses. She explained that on the arrival of the Russian soldiers she had rushed upstairs to escape their expected violence. "But it was one of these soldiers who saved you," the doctor remarked. "Where is he?" the lady asked. "In Heaven," said the doctor. "If there be one for heroes who lay down their lives for their enemies."

When the doctor told the wounded officer and his wife what had occurred they both wept. The officer said, "Doctor, here is a pocket-book, and in it you will find 2,000 marks. Give them to the commander of the regiment and ask him to send the money to the family of the dead man. Give me also the address of his family. I swear that I will provide for them; I am very rich." The officer's wife took off her ring and asked the doctor to give it to the reservist's relatives. The officer asked how it was that the Russian guns had been trained on the mansion, seeing that it was flying the Red Cross flag. "Our guns," replied the doctor sharply. "They are your guns, and our men have been rescuing your wounded while your guns were bombarding your own men and ours. This is how your Kaiser makes war!" The officer and his wife were astounded. "Surely you are jesting," said the man. "It is no subject for a jest," the doctor replied, "unless your Kaiser is capable of making such a jest." The husband and wife made a gesture of despair, and the officer, throwing up his unbandaged arms, cried, "Kaiser! Kaiser! why have you made this war?"

HONGKONG TRAMWAY CO. LTD.

The approximate statement of traffic receipts for the week ending 2nd June is as follows:

	Receipts for week	Aggregate for year
This Year	£12,791	£77,507
Last Year	10,031	28,121
Increase	1,817	49,386

FRENCH LIGHT RAILWAYS.

WHY JOFFRE WAS AGAINST A BRITISH ADVANCE.

Mr. H. Warner Allen, the representative of the British Press with the French army, gives the following interesting description of how the French War Office is tackling the supply problem in Champagne.

Speaking generally, the ordinary traffic from the rear to the firing zone passes over the Decauville railways, described in a preceding despatch, while motor transport is mainly reserved for cases of emergency and for supplementary re-employment. A motor lorry carries on an average about three tons, while a single Decauville truck will carry about three times as much, and the difficulty of keeping up the roads for the motor lorries is enormously greater than that of maintaining the light railway track. Of course, if there came from the front a sudden urgent demand for extra ammunition, the motor lorries would be invaluable, as they were at Verdun, but as a general rule the light railway has very considerable advantage over the automobile.

Thanks to this system, railroad is now often practically in the front line trenches, if only the ground will provide sufficient cover. Failing cover, the two-foot gauge line can be supplemented in the trenches itself by sixteen-inch gauge rails, with hand-drawn trucks. These rails can be laid without difficulty in the communication trenches, and increase a man's working power many times. It is estimated that one man with a truck mounted on these rails can do as much work in the way of hauling up ammunition, material, etc., as twenty-five or thirty men could do without this mechanical aid. The difficulty of carrying heavy loads along the narrow winding trenches is obvious, and it is likely that as time goes on, the main trench arteries will almost all be provided with rails.

A military station where the ordinary and the Decauville lines meet behind the front is a curious and interesting spectacle. I visited such a station which provides for the reuniting of forty thousand little about it to suggest the civilian's ordinary notion of a railway station. It was unenclosed and roofless, and the only building was a small wooden hut, in which everything that is received and everything that is given out to the army commissariat officers is checked.

The platform consisted of a long bank raised some four feet above the railway, slanting with mud and covered with what seemed an inextinguishable mass of carts and horses. The mud was bad enough on the platform, but it was much worse in the fields beyond it, where, as there was no room for anything on the platform, several hundred commissariat wagons had taken up their position. There was a narrow track for one cart to pass another on the platform, and it took miracles of good driving and no little tact and commonsense on the part of the gendarmes regulating the traffic to prevent everything being blocked in hopeless confusion.

A long line of goods trucks, sufficient to provide the daily needs of forty thousand men, had been run in alongside the platform, and everyone was hard at work loading the commissariat carts with all that was needed by the troops. There were trucks of hay, and straw, and oats, wood for fires and coal, and thousands of round hewn logs used for the making of the roads through the Champagne poulaines, since they afford a foundation which will keep above the mud. Not the least important of the trucks was the postal van, round which men had gathered with the greatest eagerness to see what parcels and letters had been sent to them from home.

BREAD DISTRIBUTION.

There were several truckloads of bread, fresh and appetizing. The distribution of the bread is an exception to the general system. As a rule all provisions are sent direct from the railway to the troops. However, every division has in reserve three days' supplies with the divisional convoys, and three days' supplies with the regimental convoys, the bread in these reserves must be changed from time to time before it grows too stale for human consumption. Consequently every few days the convoys distribute among the troops their stock of bread and then obtain from the station fresh bread to be held in reserve.

The railway station is a junction with a two-foot Decauville, and is the starting-point of half a dozen small gauge lines. Provisions, as a rule, are, as I have said, taken off by horse-drawn carts. Sometimes, however, a truck or two on the Decauville must be devoted to them, when men are particularly awkward. As yet wounded men are rarely brought back by the light railways. It may be sometimes that a man or two, only slightly wounded, can be brought down from the front on an ordinary truck, but as a general rule they are left to the motor ambulances. However, trucks are being prepared specially for the transport of the wounded on these Decauville railways.

The main business of the light railway is the carriage of ammunition and material for the engineers. Immediately the ammunition reaches the station it is loaded on the Decauville trucks. With surprising rapidity a small engine is hitched on and teams off rally to an ammunition depot, where some twenty or thirty men are waiting its arrival. The trucks stop exactly opposite the sheds where the shells are stored.

Each calibre of gun has its own particular shed. In the first shed one may see rows of six-inch shells neatly arranged, thousands of them together, ready to be sent forward to the front at a moment's notice. They are painted an ugly yellow colour, and of several shapes and types. In another shed will be found hundreds of deadly looking eight-inch projectiles, even bigger than the

(Continued on next column.)

BOY SCOUTS' EFFORT.

Since the last acknowledgment the Boy Scouts have received for the Belgian Children's and Blind Soldiers' Fund the following amounts:—Mr. A. B. Crew, collected by his grand-daughter, \$40.00; Collected by the 1st Hongkong Troop, \$19.70; Collected by the "Fox Patrol," \$1; Collected by the "Dove Patrol," \$10; Hon. Mr. E. Shellim, \$10; Rev. Father Monnier, \$5; Mr. J. W. Stewart, \$5; Mr. Ho Fook, \$5; Mr. Ng-Hon-Tee, \$5; Astor House Hotel, \$10; Foreign Coinage at current rates, \$4.87; Previously acknowledged, \$488.15—\$655.02.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

NOTICE.

1.—Engineer Co. reliefs at Stonecutters and Belchers for June have been posted at Headquarters.

JOINED.

2.—Pte. J. P. V. Remedios, having joined is allotted Corps No. 2003 and posted to Right Section M. G. Co.

LEAVE.

3.—No. 1540 Gnr. Humphreys is granted 4 weeks' leave with effect from 6th inst.
No. 1963 Pte. Whitmarsh is granted 6 months' leave with effect from 6th inst.
No. 1470 Pte. Henderson is granted 2 months' leave with effect from 10th inst.

PARADES.

4.—Parades for to-day.
7.00 a.m. Signalling Section "C" Class at Headquarters.
5.15 p.m. Civil Service Co. drill on Cricket Ground.
6.00 p.m. Scouts Co. No. 1 Section Musketry Instruction at Headquarters.

DETAIL.

5.—On duty till 8th inst.—H.K.V.R. Next for duty 9th inst.—Scouts Co. Orderly Officer 9th to 15th inst.—Lt. Lindsell.

A. F. CHURCHILL, Capt., Adjutant, H.K.V.O.

VOLUNTEER RESERVES.

ORDERS BY MAJOR WARREN, O.C. H.K.V.R.

APPOINTMENTS.

H.E. the Governor has been pleased to appoint Messrs. Robert Sutherland and Francis Henry Thomas to be 2nd-Lieutenants in the Hongkong Volunteer Reserve, with effect from the 23rd May, 1916.

STRENGTH.

No. 501 Pte. W. Johnson is permitted to resign on leaving the Colony.
As in Corps Order No. 45.
PARADES FOR THE WEEK ENDING 10TH INST. As in Corps Order No. 45.

G. K. H. BRUTON, Capt., Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

EQUIPMENT BOARD.

Section and Unit Commanders are required to send forthwith to the Orderly Room Clerk the names of their men who have not attended with their Sections or Units before the Board.

BAND PRACTICE.

Thursday, June 8th, at 6.15 p.m. sharp.

TRANSFER.

P.-c. R66 Tang Ping Woon is transferred to the Motor Patrols.

MOUNTED PATROLS.

During the absence on sick leave of Inspector Gegg, Sergeant Kew will take charge.

F. C. JENKIN, D.S.P. (R.)

SMALLER SHELL.

"What beautiful shells," said an artillery officer who was showing me round; "it makes me quite happy to see them and to think what they will give the Boches. There is nothing in the world like a good eight-inch shell."

Suppose there is a move somewhere up among the hills in the north and word is sent down for several thousand rounds to be brought up immediately. A word at the telephone and a little train, with its absurd engine, will be up in front of the sheds. In a few minutes the trucks are loaded and are off to carry fresh food to the big guns that are stirring up the Germans some fifteen or twenty miles away. Thanks to organization not a minute is wasted.

A CLEARING HOSPITAL.

Alongside the principal railway station of which I have been speaking is a large clearing hospital, which the medical officer in charge explained to me to be regarded as a mere waiting-room. It consists of a series of sheds some with beds for the seriously wounded, others with benches for the slightly injured. There is a makeshift operating-room, so that in case of urgency operations can be performed; but as a general rule the purpose of the hospital is to sort out the wounded. In the past it was a heavy drain on the effectiveness of men suffering from insignificant injuries or ailments, who would probably pass several months before they rejoined their units. Now all slight cases are despatched at once to neighbouring ambulances by motor-car, and they are able to rejoin with the minimum of delay. Certain serious cases too, for which a train journey might be serious, are treated at special hospitals in the Army zone. The men who have been evacuated to the hospital of the interior are transferred directly from the ambulance to a hospital train which is drawn up opposite its gates. These trains provide accommodation for 200 wounded and are provided with nurses and doctors. This system has given excellent results and it is likely that in the future the hospital train will be utilized even more generally than it has been up to the present.

REG to announce that their preparations NANATOGEN, FORMAMINT, and other products are made exclusively at the PENZANCE (Cornwall, ENGLAND) MANUFACTURING WORKS OF THE NANATOGEN CO., LTD., PENZANCE, ENGLAND. These products are available in BRUSSELS, BELGIUM, and included in the "WHITE LIST" of the CONSUL GENERAL SHANGHAI.

They have appointed Messrs. MOW TUNG & Co. to act as their Sole Wholesale Agents for Hongkong and South China, who will maintain stocks and supply at all times. Prices, which can be obtained on application to their Office, No. 10, 11, and 12, RAFFLES PLACE, SINGAPORE.

NEW ADVERTISEMENTS

THE ROYAL HONGKONG GOLF CLUB.
NOTICE.

HAPPY VALLEY COURSE is closed until further notice. Two days' notice of re-opening will be given. BY ORDER OF THE COMMITTEE.
Hongkong, 6th June, 1916. [778]

NOTICE.
NIPPON YUSEN KAISHA.
HONGKONG BRANCH.

BEING transferred to the Head Office, Tokyo, I have this day handed over the management of this office to Mr. BENJIRO MORI.
TAKETOSHI KUSUMOTO.

I have to-day ASSUMED CHARGE of this office.
BENJIRO MORI.
Hongkong, 6th June, 1916. [774]

NOTICE.
THE Connection of Mr. D. K. SETHNA with our firm having CEASED, the Power given to him to sign our firm is hereby revoked.
CAWAT LALANJEE & Co.
Hongkong, 1st June, 1916. [765]

NOTICE.
MR. H. S. ABDEALI having retired from our firm, his interest therein ceases as from the 31st May, 1916. The firm will be carried on by Messrs. Z. ABDULKUM and Mr. T. A. TYEBKHAN, the remaining partners.
H. HIMPOTOLA & Co.
Milliners and Drapers,
13 and 15, D'Aguilar Street.
Hongkong, 1st June, 1916. [766]

NOTICE.
REUTER, BROCKELMANN & Co.
(In Liquidation).

CREDITORS are required to send in their claims against the above to the undersigned, St. George's Building, Chater Road, on or before FRIDAY, the 30th June, 1916.
SHEWAN, TOMES & Co., Liquidators.
Hongkong, 1st June, 1916. [757]

NOTICE.
WM. MEYERINK & Co.
H. TIMCKE.

ALL CREDITORS are requested to send in their claims to the undersigned on or before 30th June, 1916.
ALEX. ROSS & Co., Liquidators.
Hongkong, 31st May, 1916. [758]

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

MR. EDWIN LESTER GILBERT ARNOLD has been appointed from the 1st June, 1916, Local Manager in Hongkong of the above Company, in place of Mr. Percy Tait, resigned.

W. H. TRENCHARD DAVIS,
Manager for China,
Shanghai.
Hongkong, 1st June, 1916. [756]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on FRIDAY, the 9th day of June, 1916, at 10 o'clock for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1915.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 6th June, to SATURDAY, 10th June, 1916, both days inclusive, during which period no Transfer of Shares can be registered.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 31st May, 1916. [752]

WANTED.
BRITISHER seeks Employment, temporary or otherwise. Many years' experience in the East. Excellent references and testimonials. No objection to portraiture.
Apply—
Care of "Daily Press" Office,
Hongkong, 30th May, 1916. [748]

WANTED.
FOR SINGAPORE, CHINESE CLERK with a good knowledge of Chinese Characters; thorough knowledge of English essential; would be required mainly for translation work.
Apply—
Care of "Daily Press" Office,
Hongkong, 29th May, 1916. [741]

ON SALE.
HONGKONG HANFORD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL, 1915.
Revised by J. W. H. H. H. H.
PRICE —
DAILY PRESS OFFICE
Hongkong, 25th February, 1916.

HOUSES TO LET

TO LET.
FURNISHED ROOMS, with or without Board. Every convenience.
Apply—
Care of "Daily Press" Office,
[773]

TO LET.
PREMISES at present occupied by CHS. J. GAUPP & Co., Alexandra Buildings, Chater Road.
Apply on premises or to—
LOWE, BINGHAM & MATTHEWS,
Liquidators.
[708]

TO LET.
OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE Co., Ltd.
[632]

TO LET.
OFFICES in Prince's Building.
Apply to—
SHEWAN, TOMES & Co., Liquidators,
REUTER, BROCKELMANN & Co.
[672]

TO LET.
OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).
Apply to—
WILKINSON & GRIFF.
[691]

TO LET.
RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOCKER, DEACON & BARSTON.
[90]

TO LET.
A SMALL GODOWN in PRINCE'S BUILDING.
For particulars, etc., apply—
THE HONGKONG CENTRAL ESTATE LTD.
[685]

TO LET.
From 1st May.
OFFICES, 2nd Floor, St. George's Building.
Apply to—
SHEWAN, TOMES & Co.
[618]

TO LET.
A HOUSE in Kowloon Terrace, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
[37]

TO LET.
NO. 6, DES VUEX ROAD, CENTRAL.
First Floor.
THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc., No. 14, SHAMSHU, Chater Road, from 1st June, at present in the occupation of the Imperial Russian Consulate.
Apply to—
DAVID SARASON & Co., Ltd.
[418]

TO LET.
TWO ROOMED-FLATS in Nathan Road, Kowloon.
THREE ROOMED-FLATS in Humphreys Buildings, Kowloon.
FOUR ROOMED-FLATS in May Road with every modern convenience, including English Baths and Kitchen Range, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Alexandra Buildings.
[692]

TO LET.
OFFICES at 1, Connaught Road.
OFFICES in King's Buildings.
HOUSE in CLIFTON GARDENS, Connaught Road.
No. 1, HILLSIDE, THE PARK.
GODOWNS, in West End Terrace, Canton.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
[32]

TO LET.
NO. 6, MOUNTAIN VIEW, FRANK.
CRAIGMIN EAST, 160, THE PARK.
KILLET CREST, 66, FRANK.
No. 141, WANCHAI ROAD, Large and Spacious Godown.
"SHORNBURGH" Garden Road, to let furnished.
"WOODBURY" No. 4, Hankow Road, Kowloon, from 1st May, 1916.
"GLENSHIEL" No. 142, Parkside Road, Park.
HARDING, Austin Road, Kowloon.
No. 2, BRILLIANT TERRACE.
No. 2, BRILLIANT TERRACE, with every modern convenience.
TWO GODOWNS in Duddell Street.
No. 2, DES VUEX VILLAS, N. FRANK.
Undersigned.
No. 2, DES VUEX VILLAS, N. FRANK.
Apply to—
SHEWAN, TOMES & Co., Ltd.
[741]

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SHEWAN, TOMES & Co., Ltd.
[741]

AUCTION

PUBLIC AUCTION.
PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 13th day of June, 1916, at 8 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency THE GOVERNOR, of One Lot of CROWN LAND at Tai Tai, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub-Plot	Sub-Plot	Boundary Measurements (Approximate)	Containing	Area	Approximate
1	1	100 ft. by 100 ft.	1	10,000	10,000
2	2	100 ft. by 100 ft.	2	20,000	20,000
3	3	100 ft. by 100 ft.	3	30,000	30,000
4	4	100 ft. by 100 ft.	4	40,000	40,000
5	5	100 ft. by 100 ft.	5	50,000	50,000
6	6	100 ft. by 100 ft.	6	60,000	60,000
7	7	100 ft. by 100 ft.	7	70,000	70,000
8	8	100 ft. by 100 ft.	8	80,000	80,000
9	9	100 ft. by 100 ft.	9	90,000	90,000
10	10	100 ft. by 100 ft.	10	100,000	100,000

Hongkong, 3rd June, 1916. [769]

NOTICES TO CONSIGNEES

S.S. "MAGELLAN."
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuable are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 8th June, at NOON, will be subject to rent and landing charges and will be sold at public auction on or before the 8th June, or they will not be recognized. All damaged Goods will be examined on THURSDAY, the 8th June, at 10 A.M. No Fire Insurance has been effected.
P. THOMAS,
Agent.
Hongkong, 3rd June, 1916. [2]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer.
"NAGOYA."
FROM BOMBAY COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. This vessel brings on Cargo—
From London, &c., as a.s. "Medina."
From Persian Gulf, as a.s. B. I. S. N.
and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless intimation is given to the contrary within 5 hours. Goods not cleared within 5 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and TUESDAY. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.
E. V. D. FARR,
Acting Superintendent.
Hongkong, 5th June, 1916. [1]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.
STEAM FOR STRAITS, OCEAN, AUSTRALIA, BOMBAY, PORTS, MEDITERRANEAN, AND LONDON.

THROUGH BILLS of LADING ISSUED FOR BATAVIA, AMBOINA, SOERABAYA, AND SOUTH AFRICA PORTS.

"NAGOYA."
Captain A. B. Garwood, R.N., arrives His Majesty's Mail, will be despatched on this port on or about FRIDAY, the 16th June, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s steamer "KANTARA" from Colombo, passengers' departure from Hongkong.

6 ft. and Valuable and the Cargo for 15th June and London (under arrangement) will be transhipped at Colombo into the Mail, which will be despatched on or about FRIDAY, the 16th June, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s steamer "KANTARA" from Colombo, passengers' departure from Hongkong.

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INTIMATION

BY APPOINTMENT.

WATSON'S DRY GINGER-ALE.

FRAGRANT. AROMATIC. DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

PINTS \$1.20 PER DOZ.
SELTIE 70 CTS.



A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.
TELEPHONE 430.

BIRTH.
BULLOCK—At Hongkong, Mrs. E. BULLOCK, a son.
[775]

HONGKONG OFFICE: 10A, DES VUEX ROAD, C. LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 7TH JUNE, 1916.

CHINA'S NEED OF ROADS.

In his report on the Foreign Trade of China for last year, the Secretary of the Maritime Customs indicates the various ways in which the European war has interfered with the commercial development of China. In his previous report he sounded an optimistic note in dealing with the future of railways, but the shortage of money, and the practical impossibility of raising a loan for the purpose, has nullified, for the time being at all events, any progress that might have been hoped for from the fact that the importance of improving means of communication had been so clearly recognised that great extensions had been decided upon, and much was being done to carry out quite an imposing programme of construction. The possibility of extending the railway system to an adequate degree being thus remote, Mr. Taylor enters a plea for the provision of roads. It is indeed difficult to understand how it is that, with all the developments that have taken place during the last couple of decades, the Chinese Government has never apparently given a thought to the provision of roadways that would be suitable for wheeled traffic, yet we believe that if half the funds that have been spent during that time on railways had been devoted to the construction of roads, the internal communications of the country would have been much more improved and a corresponding benefit have accrued to her trade. In this development of the railway system, while there is hardly a decent road in the country, there can be no doubt that the element of the psychology of modern China which has been responsible for so much of the trouble of the last few years—a desire to step suddenly from the Middle Ages to

the twentieth century. It was this failure to recognise the need of making changes gradually by a process of transition that led to all the clamour for the immediate inauguration of parliamentary government that finally culminated in the revolution; it was the same impatience of compromise and moderation that led to China's sacrificing her national reputation for good faith in order to tear up the Opium Agreement. We are, of course, aware that China's railway system was not, in the beginning, designed for economic so much as for military and political purposes, so that Peking could be in closer touch with the provinces and despatch troops there speedily if occasion arose. Even on this basis, however, roads should be attractive; had China taken up the construction of roads at the same time as her railway system was taken in hand, her trunk roads would be now probably be so far advanced that the Central Government would have been able, at the end of last year, to despatch troops by motor to Yunnan on the first mutterings of disaffection, with, for better or worse, a far-reaching effect on subsequent political developments. Probably one of the obstacles that has been most effective in hindering the installation of roads has been the difficulty of providing security for the money borrowed for the cost of construction. A railway loan can be raised on the security of the railway itself, but to raise a loan on the security of a roadway would be equivalent to hypothecating a portion of the soil of China, which would inevitably rouse a storm of protest. It would be difficult, too, to raise money from the traffic on a roadway in the same way that it is yielded by a railway. Still, these obstacles cannot be allowed to stand in the way of an absolutely necessary development. China cannot remain indefinitely in the absurd condition of having a dozen or so of railways scattered over the country while immense areas have no better means of communication than exiguous foot-tracks. We are therefore glad to see that there is some prospect of the matter receiving attention. A Mr. DEXY, of an American motor-car company, is, we are told, in Peking negotiating with the Government for road-building concessions, including trunk roads to Tientsin and the Yangtze Valley, and, in the general interests of China's commercial progress, we can only hope that he will succeed in convincing the authorities of the need of doing something to drag the country out of its fearfully backward state in this respect.

A mail for Europe via Siberia closes to-day at 3 p.m.

Four landslides are reported to have occurred on the Taipo Road, between the sixth and eighth milestones.

The P. & O. Homeward mail str. *Moontan*, with the Hongkong mails of the 22nd April last, arrived in London on Friday, the 2nd inst.

At the Magistracy yesterday a Portuguese foreman named Lutz, employed at Green Island Cement Works, was fined \$10 for assaulting a coolie.

A European named Suiter was charged at the Police Court yesterday with keeping two dogs without licences. Defendant admitted the offence and his worship inflicted a fine of \$10.

A Special Police Constable summoned J. C. Barnard, a chauffeur employed by the Exile Garage, at the Magistracy yesterday, for driving his car on the wrong side of the Shaukiwan Road. A fine of \$5 was imposed.

A fire broke out at No. 90, Wing Lok Street, on Monday night in the premises occupied by a Chinese import and export firm. The prompt arrival of the brigade prevented the fire from spreading. There was nothing to show how the fire originated, and the extent of the damage done is unknown.

One of the officers believed to have been aboard H.M.S. *Warrior*, which was foundered in the recent naval battle, was Lieutenant Norman A. Woodhouse, the famous International Rugby player, who is a cousin of Mr. P. P. J. Woodhouse, Deputy Superintendent of Police, Hongkong. Lieutenant Woodhouse was recently awarded the Albert Medal for bravery upon board the *Warrior* in a heavy sea and amidst a storm.

CORRESPONDENCE.

THE WATER SUPPLY.
[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—May I be permitted through the medium of your paper to ventilate a grievance against the Water Authority. I have the misfortune to reside in a street the majority of houses in which are occupied by Chinese, and for several months now I have had to get my water from the street fountains, instead of by the usual house supply. Of course I know that until the recent torrential fall of rain the storage in the reservoirs was by no means great, but surely now that the reservoirs are completely filled it will be possible for the Government to give us back the convenience of house supply. I think the Government exercise a good deal too much caution in the distribution of water, and there are many more than myself who think that there is no necessity for these street fountains, except in the denser and wholly Chinese districts. As a matter of fact I don't know that they do cause a saving of water, for the waste that one sees at the fountains every day is enormous.—Yours truly,

RATEPAYER.

A SEAWEED STORY.

VILLAGERS AT LAW.

Villagers appeared as litigants before Mr. Justice Gompertz at the Supreme Court yesterday, when a claim of \$1,000 was made for alleged malicious prosecution.

The parties concerned were from the village of Ma Wan Island, Capatimun. Mr. W. B. Hind appeared for the plaintiffs and Mr. W. E. L. Shenton defended.

Mr. Hind said the case arose out of some seaweed which the defendants alleged the plaintiffs had stolen. There had been friction between the parties previously. On the day in question, the defendants were drying some seaweed on the shore and the plaintiffs also had some seaweed in a matshed. The defendants came across and accused the plaintiffs of stealing some of their seaweed, and sent for the police, subsequently giving them in charge. The police arrested the plaintiffs and they were detained at the Water Police Station for the night and brought before Mr. J. A. Hazeland the next morning, and the case was dismissed. He (Mr. Hind) would prove that the police warned the defendants that if they persisted in bringing the charge and demanded the people to be arrested, the police would not accept any responsibility.

Mr. Shenton said his case was that his clients, seaweed was drying on the shore in the sun and the other parties went across and stole some and carried it into their matshed. In the matshed was found seaweed exactly similar to their own. The plaintiffs were brought to Hongkong and charged before Mr. Hazeland, who, after hearing only one witness, dismissed the case. He thought Mr. Hazeland's opinion was that it was only a village trouble and not a case for criminal proceedings. He (Mr. Shenton) was going to prove that there was larceny, and that by reason of the complaint the plaintiffs were entitled to be arrested and charged. He was going to attempt to justify his clients' actions.

The case was adjourned.

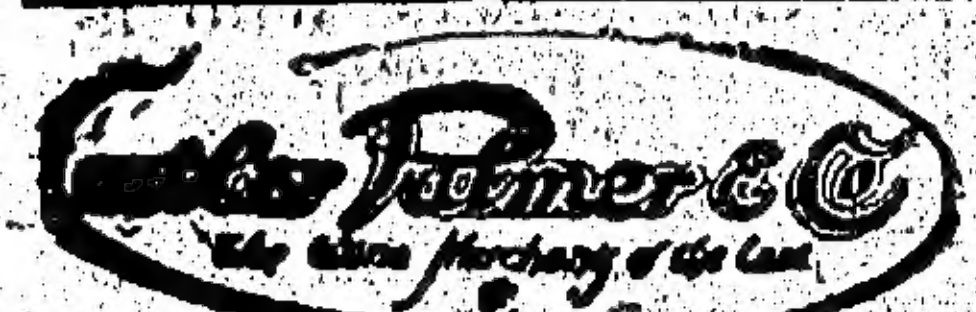
POLICE SERGEANT CHARGED WITH ASSAULT.

At the Magistracy yesterday the proprietor of the Chung Fa Mo Toy cinematograph, summoned P.R. Macdonald for assault on May 27th.

Mr. W. E. L. Shenton, who appeared for the prosecution, said the facts, as he knew them, were that, on the evening in question, the Sergeant and complainant were watching the pictures, the latter standing up talking to a gentleman who was sitting down. They might possibly have been speaking in loud tones, but in any event, it was alleged that the Sergeant could not hear the explanation given of the films, and turning round, struck complainant on the elbow. Certain words passed between them and the assault was then said to have taken place. Injuries had been inflicted, it being alleged that complainant was struck both when he was inside and outside the building. He (Mr. Shenton) said put in a report from Dr. Allan.

Defendant said that it was done in self-defence, and the Magistrate thereupon told him to plead not guilty.

The case was adjourned.

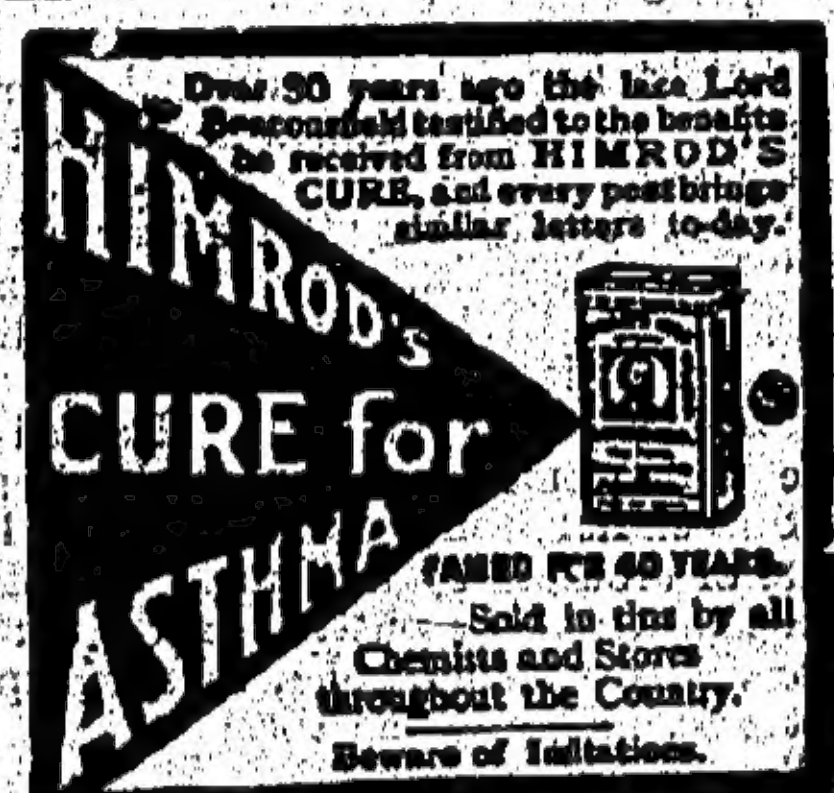


NAPIER JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.



LADIES
For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to every other medicine.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Solely by A. Chemist.

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with Bovril**

IT MUST BE BOVRIL

BRITISH TO THE BACKBONE

Mental and Physical Fatigue.

When brain or body is weary the digestive powers are weakened and distaste for ordinary food is often experienced. Under such circumstances the "Allanburys" Diet is especially valuable. It is pleasant to take, easily digested and assimilated and speedily restorative. Thus it helps the system to recover tone and vigour. The "Allanburys" DIET is prepared from pure rich milk and whole wheat—the two vital food elements—combined in partially pre-digested form.

Made in 15 minutes—Add boiling water only.

ALLEN & HANBURY'S LTD.

84, Finsbury Lane, London, E.C. 2.

and from all chemists and grocers.



WEATHER REPORT.

On the 6th at 10 a.m.—Depressions 10 cve. S.W. (thick) and over the Yellow Sea. An anticyclone 1000 ft. over the Japan.

Pressure has risen considerably over N.E. China and decreased slightly along the south coast to Cape St. James, and over the Philippines.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.54 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:—

District	Forecast
Hongkong & Neighbourhood	S. to S.E. winds, moderate to strong, equally fair to showery.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamook	The same as No. 1.
South coast of China between Lamook and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

6th JUNE, A.M.

6TH JUNE, A.M.							
Station.	Hour.	Baromet. at Sea Level	Temperature	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok	6 A.	30.24	59	75	SW	11	Cloudy
Yokohama	6 A.	30.03	60	75	SW	11	Cloudy
Hakodate	6 A.	30.01	60	75	SW	11	Cloudy
Tokyo	6 A.	30.01	60	75	SW	11	Cloudy
Kobe	6 A.	29.98	60	75	SW	11	Cloudy
Nagasaki	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.80	60	75	SW	11	Cloudy
Oshima	6 A.	29.83	60	75	SW	11	Cloudy
Naha	6 A.	30.01	60	75	SW	11	Cloudy
Yokohama	6 A.	30.01	60	75	SW	11	Cloudy
Santa Fe	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
Yokohama	6 A.	29.78	60	75	SW	11	Cloudy
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WHAT IS THE LESSON OF
VERDUN?

OUGHT WE TO IMITATE?

Mr. A. G. Gardiner, writing in the *Daily News and Leader*, after giving a résumé of the operations around Verdun, says:

There is in this a profound lesson for us. I shall not presume to say what that lesson is, but I shall attempt to suggest what it may be. And as a preliminary let us agree that the aim ought to be, not to satisfy any public impatience, but to win the war. Public impatience deposed Fabius, and gave Hannibal the victory of Cannae, but it was the patient policy of Fabius that made Hannibal's ultimate defeat assured. The natural demand of the public is for action. They want to see some dramatic stroke, and there are plenty of quacks to appeal to this elementary and human demand. The German have failed at Verdun, they cry: "What are we waiting for? Let us have a Verdun of our own. Let us smash through to the Rhine."

Is that the true moral of this great episode? By universal consent, this has been the greatest offensive of the war. The Germans brought to it not less than 600,000 men and a six months' accumulation of material. They prepared the attack with extraordinary secrecy and began it with every advantage on their side. They had four days of startling success, and in Berlin the wooden statue echoed to the hammering of countless nails. And at the end of nine weeks they have suffered the heaviest defeat in history. No computation of their losses puts them lower than 300,000 men and it is doubtful whether the losses of the French are a third of that number. And it must be remembered that the measure of the defeat is the relative loss. In the old days of mobile warfare, the defeated army fled from the field. There was visible victory. In the static war of to-day, the defeated army stays on the field and measures its defeat by its dead.

Can we do better? I know nothing of the view of the higher command. It may be that they believe that they can and that they will make the attempt; but I write simply from an external view of the facts as they present themselves to the lay mind. No one suggests that the German lines are more vulnerable than those of the Allies. On the contrary, their trench system is notoriously more elaborate and their defensive resources are certainly not less complete. The Germans have sacrificed 300,000 men at Verdun and have failed. What is the sacrifice we should have to make in order to succeed? Can anyone estimate it? Suppose we made the attempt, and like the Germans, failed after losing 300,000 men to their 100,000. We should have suffered a defeat which would obliterate the precious consequences of Verdun.

And it would have been made, not under necessity, but gratuitously. In every war the methods of the opposing sides must be different, often diametrically different. One side is more aggressive than the other. Both want victory, but they must seek it in different ways—one by haste, the other by delay. Napoleon, in his Moscow campaign, wanted to bring the enemy to a decision; the Russian army was to avoid a decision. And because they avoided a decision they won the victory. Now the capital fact of the present situation is that the Germans must have a victory; they must have it at once; they must have it on the Western front. They must have it at once because time is against them. They must have it on the Western front because it is only on the Western front (or by a decisive blow at sea) that they can win the war.

But the case of the Allies is entirely different. They need not win their decision on the Western front. I said more than a year ago that the quickest way to Berlin was the longest way round and by the back door. That is no less true to-day. The German dragon is withering at the tail end. It may be that the force at Kut will be captured if it is we may be sure there will be the accustomed cries of "All is lost" and "We are betrayed" from the professional whippersnappers. But much as we may deplore the fact it will have no bearing on the great march of events. Our invasion of Mesopotamia has done its work, has held up the Turks from the Persian Gulf, has drawn the fire from Egypt, has paved the way for that great advance of Russia into Turkey by the Black Sea. Turkey will soon be in extremis. Bulgaria is rent with faction. In Austria-Hungary all the men up to 55 have been called up, and in Germany itself the shortage of necessities has reached the verge of absolute famine. The Balkan adventure which seemed so formidable six months ago has petered out in utter disillusion, leaving Germany, not with new resources, but with new and formidable drains on her old resources.

And that brings us to the other consideration—Time. Every day that passes without a decision in her favour is a day of defeat for Germany and a day of victory for us. That is why she thunders to-day at the gate of Verdun and will thunder tomorrow somewhere else. She must break through or be vanquished. We win only if we wait. We need not force any gate, for we are not in prison. We have only to keep the door barred and let the enemy fling himself against it from within in his impotent efforts to escape. The more he shatters himself the sooner the end will come. It will come much sooner than if we shatter ourselves in vain and wasteful attempts to break into his prison. Let us get rid of the German vision of a grandiose parade down Unter den Linden. That is magnificent, but it is not war.

But this view of the position connects something else. Fundamentally, this is and has been a war between German resources in men and British resources in credit. A distinguished neutral has related a conversation he had nearly a year ago with members of the German higher command. It turned upon the prospects of the war which they discussed with absolute candour. They agreed that the issue could be boiled down to this: "Would the German supplies of money outlast the British supplies of money, or (Continued on next column.)"

BRUSSELS TO-DAY.

Before the war Brussels had the reputation of being the gayest, the liveliest capital in Europe.

It was a little Paris, where you could buy enjoyment at a lower cost than anywhere else, a city of pleasure and a city of leisure, attracting residents from all parts of the world.

To-day the city of pleasure is turned into a city of gloom. Not only was Brussels before the war the most cheerful capital of the Continent, it was also the most prosperous, providing employment for its 100,000 inhabitants. But most of the trades were concerned with superfluities rather than the necessities of existence. There were carriage builders and manufacturers of lace, artificial flower makers and jewellers, dealers in fashions, and milliners and dressmakers.

All these luxury trades have come to a complete standstill. Even were there a money left for luxuries, the money spending aristocracy have emigrated. The printing works and newspaper offices are closed. Railway traffic is still going on, but it is only used for the transport of troops and supplies.

Only the churches are filled with mothers and widows who are praying for the absent and the dead.

This paralysis of trade, which has lasted now for nearly eighteen months, has resulted in appalling poverty. Worse than the poverty of the poor is the silent unobtrusive genius of poverty of the well-to-do. For the benefit of the "wealthy" cheap meals are sold in public kitchens for twopenny or threepenny, and 10,000 "rich" people are taking advantage of them.

There have been repeated attempts on the part of the Germans to rebuild the shattered fabric of trade and industry. But, as the Germans divert all the traffic of the ordinary railways for transport of troops, as they have torn up hundreds of miles of light railways, to be transported into Poland and Russia, as they have lifted all the available copper and metal useful for military purposes, as they have taken thousands of machine tools for their own factories, as they are still extorting hundreds of millions of francs from a starving population, their attempts to revive Belgian trade have totally failed.

More poignant even than the visible suffering of unemployment and poverty is the moral suffering of a proud, freedom-loving, energetic people, groaning under the heel of the Hun. To the intolerable oppression of the martial law we must add the anguish of isolation. There are not many families in Brussels who have not a soldier at the front or a refugee in exile. And as Brussels is cut off from the rest of the world, they have no news of their dear ones.

And there is the harrowing uncertainty of the future. What will tomorrow bring forth?

The people of Brussels still believe in the triumph of the Allied Armies, but when victory does come, it may have to be paid for by the final destruction of their beautiful and beloved city. Dr. Charles Sorel, in the *Sunday Pictorial*, writes:

vice versa! Their conclusion was that British credit would be exhausted. A year has passed and I think I know what their conclusion would be to-day.

Take two facts. Three hundred thousand Germans have fallen before Verdun alone. Now turn to this (Friday) morning's paper and look at the Bank return. Observe the last line in the table, "Proportion." It looks very innocent and very harmless, but in that line you may see the fate of Germany written in indelible characters. What does it say? That the ratio of reserve to liabilities stands at 29 per cent. And it adds this, that the increase on this time last year is 11 per cent. In other words, the Bank has to set against its liabilities a ratio of reserve more than 50 per cent. higher than a year ago. That is one measure of our credit, and even if it be said that the truth is nevertheless indisputable that, whatever test we apply—foreign exchanges, our payments in gold, or our holding of gold—the position of the credit of this country is healthier than at any time during the war. It has rarely stood higher in normal times. Relatively it has never stood so high.

It means that, while the resources of Germany in men are being drained by frightful sacrifices, the credit of this country, which sustains the whole fabric of the Allies, is bearing the strain without a sign of failure. It does not pay sensational papers to dwell upon these things, because there is no sensation in them. But here is the true reality of the war. It is being won by British credit. Time will reveal the overwhelming part which we have played in the struggle. While a disloyal faction has been holding this country up to the odium of our Allies and the contempt of the neutrals, it is our Navy which, almost unaided, has made the German nation a nation of prisoners; it is our workshops which have furnished the Allies with the necessities of war; and above all it is our credit that alone has enabled the armies of Russia, France, Italy and England to keep the field.

The maintenance of the credit which works this miracle is the supreme need of the Allies. If it fell the Alliance would fall, because the means by which it lives would have disappeared. There would be no armies because there would be no arms for them to use, no food for them to eat, no clothes for them to wear. It is this overshadowing consideration that makes the furious storms that rage about whether we can put another hundred thousand in the field so unreal. Will the war be won if we have 4,200,000 men in the field and lost if we have only 4,000,000? The question needs no answer. The war will be won in British factories, by British trade and by British credit.

The lesson of Verdun is not to emulate Verdun. It is to conserve the Allies' strength in the field, to press the enemy in its vulnerable rear, and above all to maintain the energies of this country at their highest so that in a struggle which has become a struggle of endurance the Alliance can outlast the enemy.

SCOUTING FOR ZEPPELINS.

NIGHT FLYING AND ITS SENSATIONS.

[BY AN AIRMAN IN THE "DAILY CHRONICLE"]

It was a telephone message that warned us of the approach of Zeppelins, and incidentally called us away from a rubber of bridge to a more exciting game. Five minutes later I was at the aerodrome with my pilot, and our machine was being wheeled out of the shed.

Mechanics hurried into and out of the darkness, laden with bombs, machine-guns, ammunition, and other necessities to a Zeppelin chase. We strapped ourselves in our leather coats, put on face-masks as a protection against the biting cold, and taking our maps and electric torches, we stride over the aerodrome.

A dim group gathers round while the pilot tests the engine, and I examine the bomb-rack and Lewis gun. Everything satisfactory.

"We are ready at last," "Contact!" calls the pilot, and a second later the propeller is racing round. The pilot waves his arm, the two clocks are pulled from under the wheels, and we tear across the aerodrome.

A hundred feet up. We know that the pitch darkness immediately below hides a wood. Pray Heaven the engine is all that it should be, for if it peters out at this stage we shall be too low to glide into the open and so avoid crashing on the tree-tops.

We began climbing in earnest. Though we are still below 500ft. the earth is invisible and seems miles away. I have the funny that I am being hurled through space on the wings of a nightmare. Everything is black, and I cannot see my hand if I held it before my face, though I can feel the rush of wind as we force our way through it at 80 miles an hour. I run my hand along the side of the fuselage for the satisfaction of touching something solid.

SENSATIONS IN HIGH ALTITUDES.

It is not too much to say that nobody can pass through his first experience of night flying and escape all symptoms of "cold feet." I tell myself that if the engine fails we shall be unable to find a landing-ground in the darkness, and can scarcely avoid a bad crash. I realise the difficulty we shall have in landing even when the flares have gone in back to our aerodrome. I think of a friend who, after looking for Zeppelins on just such a night, collided with a tree as he came down and was fatally injured.

But these sombre thoughts, born of the surrounding darkness, only last a few seconds. I remember I am up to look for raiding airships, not to give way to nerves. I switch on my electric torch, and examine the altimeter, the compass, the machine-gun, and the drums of ammunition.

Three things are oddly comforting and help to counteract the sense of unreality—the pale half-moon that has just come out from behind a bank of clouds, the searchlights, and the loud hum of the engine. A freakish twist of memory makes the engine's rhythmic roar suggest to my sub-consciousness some lines from a G. K. Chesterton ballad, and I suddenly find myself murmuring:—

Mr. Marston, the millionaire, I am happy to say is dead.

He enjoyed a quiet funeral in a crematorium shed.

And he lies there fluffy and soft and grey and certainly quite refined.

When he might have been rotting to flowers and fruit with Adam and all mankind.

The altimeter now registers 2,500ft. We are right over a populous part of the town. The twinkling of the myriad street lamps and shop lights—or rather their reflection on the pavement—makes it look like a monstrous Chinese garden. The moving flashes we suppose, must come from trams and buses. Away to the right we can see a bend of the soft-shimmering river.

At 6,000ft. an outburst of frightfulness by the "Archies" (anti-aircraft guns) warns us that a Zeppelin may be somewhere near. Three dull explosions from far below confirm the supposition, and tell us that German bombs are destroying British homes. I see red, and long for a chance to average the outrage.

I note with joy that we are 8,000ft. up, and near the favourite altitude of the night raiders. Another loud thud below is preceded by a bright flash on our own level; and we race upward and onward in the direction thus shown.

But a wandering searchlight snatches away our opportunity; we are caught in its beams and half blinded by the sudden glare. The pilot loses control while banking, and we fall into a side-slip. I receive a painful slap in the face from the icy cold air as we rush downwards diagonally, and I bite my tongue from shock. In two seconds the machine has righted itself, and I thank whatever gods there be that it is of the automatically "stable" type which has evoked such caustic criticism.

MAKING FOR HOME.

When the aeroplane has found itself we begin to climb again. By the time we reach the altitude we left in such a hurry the anti-aircraft guns are silent. We cruise around for about ten minutes, and then, finding that the Zeppelins have left our part of the air, we turn for home.

The compass points our direction, and we begin to descend. At 4,000ft. my breath is taken away as an ungainly and sinister shape dashes past about thirty yards away. We have nearly collided with another aeroplane.

When we get lower the horrid doubts begin to reassert themselves. Where on earth is the line of flares that marks our aerodrome? If the orderly officer has forgotten to keep them alight shall we be able to attract attention, and, if not, how long will our petrol last?

As we near the 1,000ft. level I am off a very high line in the hope of being seen. It crackles and winds its way, earthwards in a red stream, but there is no answering flash. At 500ft. we are still in the dark—and so is our landing ground.

There it is at last, the thin, red line of flares that represents safety; the flares grow bigger as we go lower and lower. Now the engine is shut off, and we are gliding down, our pathway being in the shape of an elongated "S."

I sit tight and hope we shall not meet with our old friend the wood just before touching earth.

(Continued on next column.)

MOVING THE TOP OF A
MOUNTAIN.

ITALIANS' AMAZING FEAT IN THE ALPS.

Graphic details are now available of the great feat on Tuesday last, when the Italians rid the Col di Lana (Eastern Trentino) of the last remnant of the Austrian defenders perched on its extreme summit, towards Mount Sief, by blowing off the "nose" of the mountain, and thereby overwhelming a whole battalion of enemy forces, wrote the special correspondent of the *Daily Chronicle* from Milan on April 23rd.

The Col di Lana is the supreme peak in the Upper Cordevole Valley which, at an elevation of 7,800ft., commands the great highway through the Dolomites. In a long series of leaps and bounds during June and July last year the Italian Alpini won their way up the mountain till they had driven the Austrians to seek a last refuge on its top-most cone.

For a brief day the Italians, in spite of the avalanche of boulders and showers of hand bombs which were rained upon them by the exasperated foe, managed to gain a footing on the summit, but the withering fire concentrated upon them from the Austrian artillery and machine-guns planted on the encircling heights soon forced them back to the security of their trenches, some 50 yards below.

ENEMY'S TAUNT.

Months passed by without substantial progress on either side. From their staid overland the Austrians would often fling the taunt: "You may take Trieste, or even Trent, but Col di Lana never."

At length it became clear that there was no way out of the impasse except by blowing all the enemy's positions into the air. The idea, originated with the heroic young Garibaldi, and, to give effect to it, the Herculean task was inaugurated, on Christmas Day, of boring a gallery 250 feet long through the solid rock.

A powerful perforator was got to work under ingenious conditions lest its strident voice should give away the secret. For four months a double shift of mining engineers toiled incessantly, day and night, to achieve their aim. All went well till the early days of March, when boring operations approached the Austrian positions, and the steady burrowing noise of drills and the thud of pickaxes awoke the enemy to the reality of what was going on.

LIFE AND DEATH RACE.

The Italians, on their part, speedily became aware that their opponents had started excavating a counter-tunnel.

"Go ahead, my boys," urged the Italian lieutenant in charge of the operations. "It is a matter of a race for life now."

The turn matters were taking necessitated an earlier date for the explosion of the Italian mines. The gallery had been bored on and upwards at a width enabling men to move easily two abreast to the assault which was contemplated immediately after the explosion.

When everything was ready for laying the stupendous mine, no less a quantity than ten tons of gelatine and dynamite was stored at the extreme end of the tunnel with a formidable shield of thick armoured steel so as to protect the outlet to the force of the explosion and to save the remaining tract of tunnel from destruction, while providing an open pathway for rushing the enemy's trenches.

Forty soldiers came forward as volunteers for the last-named task under the promise of a fortnight's holiday if the attempt succeeded.

At half-past eleven on Tuesday night the Lieutenant gave two turns to the wheel of a little electric generator. The group of heroes marshalled at the entrance to the gallery were struck full in the face by a mighty icy blast. A moment later the mountain seemed as though it were shaken to its base by a terrific earthquake. A hellish roar burst forth and reached across the vast wastes of the Dolomite Alps.

For a few minutes the gallant 50 were held up by a series of explosions caused by the ignition of mines which the Austrians had prepared. When at length they bounded forward towards the enemy trenches, the moon suddenly and providentially beamed out in full splendour from behind the clouds, revealing heaps of mutilated corpses and rows of spectral, dumfounded survivors with hands upraised in token of surrender.

In the meantime the Italian artillery began raining a tempest of shells upon the mountain saddle between the Col di Lana and Mount Sief with the double object of preventing the flight of the enemy and the oncoming of fresh forces.

THE PRISONER AND THE DEAD.

But nobody tried to escape. The enemy's telegraphic and telephonic communications had been utterly destroyed in the explosion. At that fateful hour the Austrians happened to have an extra force on the spot. The force had just been sent from Sief to relieve the soldiery in the trenches. Hence the large number of victims.

Over a hundred are known to have been killed in the *débris*. Ten Italian volunteers quickly descended the mountain, escorting the first batch of prisoners, with four officers among them, and then returned to bring the second batch of five officers and 110 unwounded men.

A mountain gun, cleverly mounted in a cavern, and half a dozen mitrailleuses lay smashed to atoms. Another five were intact, and 200 rifles were seized, with stores of food sufficient to last the entire garrison a month.

The Col di Lana has henceforth been entirely in the hands of the Italians.

A sharp bump, another bump, a short spring along the ground, and pull up with a jerk. The undercarriage is smashed, but the wings are safe and sound. Leaving the machine to the tender mercies of the mechanics to climb out very soberly and walk across to the sheds, fully that all the night fliers have now come home to roost.

Over hot coffee and cigarettes we exchange yarns with the others who have been air-riding. And so to bed, more tired out by half an hour's night flying than by an average day's work.

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Estimates given for quick construction and repair of Ships, Baggage Rollers, Railway Rolling Stock, Bridges, and all Classes of Engineering Iron and Wood Work.

GRAVING DOCK—78' by 85' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE. ON QUAY—ELECTRIC OVERHEAD CRANE—50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR: JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P. As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc. Dockyard Managers, to be seen between the hours of 11 A.M. and 12 Noon of the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS

Telegraphic Address—"TAIKOO DOCK"

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC. OFFICIAL AGENTS TO THE PHILIPPINE GOVERNMENT.

PEKING—HONGKONG—MANILA—SHANGHAI—YOKOHAMA. TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and stored in bonded warehouses. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES Exchange.

Cook's "FAR EASTERN TRAVELLER'S GUIDE" containing full particulars of the Far East to all parts of the World, sent free on application. CHINESE—ENGLISH—LUGGAGE—LONDON, E.C.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

FROM HONGKONG Connecting with FROM COLOMBO

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route, and affording the Quickest Freight Transit from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong - S.S. "JESERIC" - About 15th June.
For Rates of Freight and Passage, apply to-

THE BANK LINE, LIMITED.
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer Sails.
LONDON ... "CITY OF VIENNA" ... On 18th June.
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd July.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to

THE BANK LINE, LTD.,

38 to 40 Raffles Place, SINGAPORE.

Hongkong, 11th April, 1916.

MANAGING AGENTS

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C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
HONGKONG & HAIPHONG	"KAIFONG"	On 7th June, 10 A.M.
SHANGHAI	"ANHUI"	On 8th June, 4 P.M.
WUHAIR, CHEFOO & TIENTSIN	"KUBICHOV"	On 9th June, 4 P.M.
SAIGON	"KASHING"	On 10th June, Noon.
MANILA, CEBU and ILOILO	"TAMING"	On 13th June, 4 P.M.

DIRECT SAILINGS TOWARD HAVRE. Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TA-MING" and "TEAN". Excellent Saloon accommodation. Amplest; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN".
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
S.S. "CHERAN", "LUCOW", "YINGCHOW", "SHANTUNG" and "SINKIANG" with excellent accommodation. Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 7th June, 1916. TELEPHONE 35. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

Occupying at 9 to 10 Days.

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 9th June, at 2 P.M.
"HAITAN"	Capt. J. S. Thomson	TUESDAY, 13th June, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 6th June, 1916.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to—
DAVID SASSOON & CO., LTD.,
AGENTS
Hongkong, 29th May, 1916.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hong Kong Saturday	Connecting Mail Str. from Colombo	Due at Marseilles 1916	Due at London 1916
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through Steamer	Aug. 18	Aug. 27
NELLORE	July 14	Through Steamer	Sept. 1	Sept. 10
NANKIN	July 28	Through Steamer	Sept. 11	Sept. 18
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 22	Oct. 1
NORFOLK	Aug. 25	MOULTAN	Oct. 3	Oct. 12
MAITA	Sept. 8	KASHGAR	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved.
Holidays at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	LEAVE HONGKONG ABOUT
NELLORE	SATURDAY, 17th June.
NANKIN	SATURDAY, 1st July.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hong Kong about	Leave S'pore about	Due at Marseilles if calling about	Due at London about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passenger Tickets Interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
E. V. D. PARK,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	\$ KAMO MARU Capt. Shimizu	16,000	THURSDAY, 8th June, at Noon.
	\$ KATORI MARU Capt. Kon	21,000	THURSDAY, 22nd June, at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	\$ YOKOHAMA MARU Capt. Shimizu	12,500	WEDNESDAY, 7th June, at 4 P.M.
	\$ SADO MARU Capt. Asakawa	12,500	TUESDAY, 27th June, at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, RAMBOANG, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	\$ TANGO MARU Capt. Takano	12,500	TUESDAY, 13th June, at 4 P.M.
	\$ NIKKO MARU Capt. Takada	9,800	FRIDAY, 14th July, at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	\$ CEYLON MARU Capt. Tada	10,000	THURSDAY, 22nd June.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	\$ YETOROFU MARU Capt. K. Ogura	8,800	FRIDAY, 9th June.
SHANGHAI and KOBE	\$ COLOMBO MARU Capt. Nomura	8,000	THURSDAY, 15th June.
SHANGHAI, MOJI and KOBE	\$ BOMBAY MARU Capt. Kobayashi	8,000	THURSDAY, 8th June.
NAGASAKI, KOBE and YOKOHAMA	\$ NIKKO MARU Capt. Tameda	9,800	SUNDAY, 11th June, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	\$ MISHIMA MARU Capt. S. Wada	16,000	TUESDAY, 13th June, at 10 A.M.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650. Return 975.	To London 2nd Single Yen 430. Return 645.
To London via New York 1st Single Yen 875. Return 1,312.	To Montreal 1st Single Yen 530. Return 795.
To Victoria, Vancouver, Seattle, 1st Single Yen 840. Return 1,260.	To Sydney 1st Single Yen 840. Return 1,260.
To Melbourne 1st Single Yen 840. Return 1,260.	To Yokohama 1st Return Yen 115. 2nd Return Yen 85.

ROUND-THE-WORLD, Tour No. 1 21128. Tour No. 2 21117.

For Further Information as to Freight, Sailing, etc., apply to—
B. MORI, MANAGER.
TELEPHONE Nos 732 and 194.

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	From and Speed	Leave Hongkong
* DAIREN MARU	9,000 — 12 knots	FUN., 18th June Noon.
* PERSIA MARU	9,000 — 14 knots	TUE P., 4th July 1030 A.M.
* KWANTO MARU	8,000 — 12 knots	SATUR., 8th July Noon.
* KIYO MARU	17,800 — 14 knots	TUE P., 11th July Noon.
* TENYO MARU	22,000 — 21 knots	TUE S., 18th July Noon.
* JINYO MARU	8,000 — 12 knots	WED., 26th July Noon.
* NIPPON MARU	11,000 — 5 knots	TUES., 1st Aug. 10.3 A.M.
* SHINYO MARU	22,000 — 21 knots	TUES., 15th Aug Noon.

* Via MANILA, connecting Shanghai.
* Proceeding to South American Ports.
* Cargo only.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £129.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS, MISSIONARIES, etc.
ROUND-THE-WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, BALBOA, OAKLAND, ALBANY, IQUIQUE and VALPARAISO.

TRANS-AND-DEAN ROUTE TO BUENOS AIRES.
KIYO MARU ... 17,200 — 14 knots ... TUE 51 AY, 11th July.
For Full Particulars as to Passage and Freight, apply to—
B. DOI, ACTING AGENT,
TELEPHONE 191. King's Building. 1213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

POST-NIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI

POST-NIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL

OUTWARD

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	PAUL LECAT	On or about 17th June.
TOKYO	PAUL LECAT	On or about 17th June.
MARSEILLE VIA SAIGON and PORTS	MAGELLAN	On or about 27th June.

(Without Transshipment)

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.
For further particulars apply to

P. THOMAS, AGENT.

QUEEN'S BUILDING.

TELEPHONE 740

O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.
* "TACOMA MARU" ... T. Hamada ... MONDAY, 19th June at 3 P.M.
* "MANILA MARU" ... THURSDAY, 22nd June, at 3 P.M.
† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG and COLOMBO.
"SAIGON MARU" ... T. Yamaguchi ... THURSDAY, 6th July, at Noon.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, BATAVIA and SINGAPORE.
"NITAKA MARU" ... THURSDAY, 29th June, at Noon.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.
\$ "SOSHU MARU" ... THURSDAY, 8th June, at 9 A.M.
\$ "KAJO MARU" ... SUNDAY, 11th June, at Noon.
* Proceeding to Anping and Takao.
* Proceeding to Tamsui and Keelung.
These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI,

MANAGER.

No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	10th June	On 1st July, 11 A.M.
MARSH	2nd July	On 27th July, 11 A.M.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Fruit, etc., and are lighted throughout with Electricity.
All Berths Roomy, comfortable, and fully equipped. Doctors and Stewards are on board.
For further particulars, apply to—
GIBB, LIVINGSTON & CO.,
AGENTS

